(2) The Stationary Magistrate's Court, Quilon, should be removed and located in the premises of the District Court.

(3) The Registration jurisdiction over the Kottankara *pakuthi* should be transferred from the Additional Sub-Registrar, Quilon, to the Sub-Registrar, Kundara. The greatest and least distances of the *pakuthi* from the Sub-Registrar's office, Kundara, were 3 miles and 2 furlongs respectively, while the corresponding distances from the Additional Sub-Registrar's office, Quilon, were 12 miles and 5 miles, respectively. In order to avoid the trouble and expenses of going to Quilon, the people of the above *pakuthi* were registering their documents at the Kundara Sub-Registrar's office by payment of additional Registration fee.

(4) The Police jurisdiction over the Vadakkevila *pakuthi* should be transferred from the Paravur station to the Quilon Taluk station. The latter was very much nearer to the *pakuthi*.

(5) A *visha-vaidyasala* should be opened at Kilikollur which abounded in venomous snakes.

(6) The old well in the Kannanallur market should be repaired and a new well also sunk.

DEWAN'S REPLY: Mr. Raman Pillai, I think practically all the points that you have brought forward this year were those brought forward last year also. And since last year some of them are under progress and all that you want now is that Government's decision should be given speedy effect to. Well, I shall ask the Heads of the Departments concerned to expedite the completion of these without any further delay.

As regards the Tevalli bridge it will cost lakhs of rupees. The Chief Engineer has ascertained that at least 800 people cross every day up and down. If you cannot have a bridge, I will see whether you can have a steam ferry.

The Member desired that the bridge should be constructed in the time of the existing Chief Engineer. He wanted the Tevalli bridge to be the first great bridge constructed during the time of the existing Dewan and was anxious that the work should be commenced during 1102.

DEWAN: That is very expensive.

97. Needs of the Kottarakara taluk.

MR. RAMAN PILLAI NILAKANTA PILLAI (*Member, Kottarakara taluk*) said that most of the subjects he was going to represent had been brought forward at previous sessions of the Assembly but that many of the needs remained still unsatisfied. The fields adjacent to the Pulaman *todu* were suffering from drought because the level of the *todu* had gone down rendering diversion of water to the fields impossible. But if a branch canal be opened from Meenpidipara, the water could be easily diverted to the fields. An estimate for the work had been prepared. The work should be started next year and provision made for it in the budget.

A new bridge at Cherupoika on the village road from Puttur to Kallada was necessary. The old bridge at the place had been destroyed long ago. It should be constructed during the current or the next year.

Another bridge at the Karimpuzhayattu *kadavu* on the Kottarakara-Sastankotta road was also absolutely necessary. But the Chief Engineer had reported that, on account of the heavy outlay involved, it could be taken up only after more urgent works were finished. That bridge too was an urgent work and should be taken up early.

Under roads, the member wanted the following to be taken up early:—

(1) Conversion of the village road from Kundara to Puyapalli into a public road.

(2) A road from Vilangara on the Kottarakara-Veliyam road to the Main Central road *via* Ummannur.

(3) Construction of the sanctioned road from Kunnikod on the Shencotta road to Anchal.

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The last mentioned work had been stopped because the local inhabitants could not agree as to the alignment of the road. A proper alignment should be fixed without further delay and the work put in hand next year.

Lastly, the member said that the basement of the bridge at Kunnakara on the Main Central road, 47th mile, had been washed away by the floods of 1099 and that, as a result, the adjacent fields had been damaged and rendered unfit for cultivation. The level of the bridge should be raised and it should be reconstructed. An estimate had been prepared; he requested that provision for the work should be made in the budget for 1103.

DEWAN'S REPLY: Mr. Nilakanta Pillai, as regards the first point, estimates are being prepared for a dam across the Pulaman *todu*.

As regards the bridge over the Cherupoika the work has been taken in hand and is going on now.

You next want bridge at the Attukadavu, Kunnattur, on the Kottarakara-Sastankotta road. It will require a lot of money—about a lakh of rupees. But the Chief Engineer says that it will be useful. Whenever, and as soon as, money is available it will be taken up.

As regards the conversion of the village road from Kundara to Puyapalli into a public road, and the construction of a road from Vilangara on the Kottarakara-Veliyam road to the Main Central road *via* Ummannur, estimates are being prepared.

As regards the construction of the sanctioned road from Kunnikod, I will inspect that road.

As regards your last point, *viz.*, construction of cross bars across the stream at Kunnakara on the Main Central road near Kottarakara, the Chief Engineer will write to the Divisional officer for a report.

98. Needs of the Pattanapuram taluk.

MR. P. PARAMESVARAN PILLAI (*Member, Pattanapuram taluk*) first spoke about the need for the completion of the Parakod-Kunnikod road. A road from Parakod to Pattazhi had been finished and another from Enattu to Pattazhi was under construction. From the Pattazhi market where the two roads would meet, there was only a distance of about 5 miles to Kunnikod. Two lines had been surveyed for the above length, one near the Talavur market and the other a little to the north of it. The former route was cheaper and easier. The work should be taken up early and at least the portion between Kunnikod and the Talavur Sri Narayana Vilasam market, covering a length of about one and half miles, should be treated as urgent and completed during the year.

The Pattanapuram village road, starting from the 19th mile of the Quilon-Shencotta road, had been rendered fit for cart traffic by the local inhabitants as far as the Talavur Sri Narayana Vilasam market, a distance of 3½ miles. The Division Officer, Quilon, had been approached for taking it up for departmental maintenance after making it a public road. The Railway Engineer had also been addressed to put up gates at the place where the road crossed the railway line, but both their representations were in vain. The road should be taken for departmental maintenance and arrangements made for putting up gates at the level crossing.

The necessary culverts and bridges on the Anchal-Meenkulam ryots' road should be constructed without delay. The Executive Engineer had inspected the road and had been convinced of the immediate necessity for completing the works on the road as far as Channapetta.

The existing wet lands on the sides of the canal flowing through Kunnikod were suffering from drought because the level of the canal had gone down and water could not be taken therefrom to the adjacent fields. If a dam be constructed across the canal at Neduvannur, the lands could be irrigated. Further, an extent of about 100 acres of dry land could be newly converted into wet lands.

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